(b) if so, the action being taken by the Central Government for approval of renewal programmes in advance; and

(c) the action being taken by Government for an early approval of the annual plans and that of the periodical renewal programmes?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) The Annual Plan and the Periodical Renewal (PR) programme are approved only after the allocations of funds for Plan and Non-Plan works are approved by the Government.

(b) and (c) This Ministry initiates the process for finalizing the prioritized list of works to be taken up under Annual Plan and PR programme in advance based on the anticipated allocation.

CRF Road proposals from Madhya Pradesh

†1965. MISS ANUSUIYA UIKEY: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the number of proposals submitted for approval by the State Government of Madhya Pradesh for the construction of roads under the Central Road Fund (CRF) during the last three years;

(b) the number of proposals out of these approved by Government;

(c) the reasons for the disapproval of those proposals for the construction of roads; and

(d) by when the pending proposals would be accorded approval?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) Number of proposals submitted for approval by the State Government of Madhya Pradesh and approved by the Government of India for the construction of roads under the CRF during the last three years are tabulated below:—

Year	No. of proposals submitted by Government of Madhya Pradesh		No. of proposals approved by Government	
	Number	Amount (Rs. in crore)	Number	Amount (Rs. in crore)
2005-06	68	357.50	37	128.43
2006-07	71	401.02	27	103.02
2007-08	30	182.93	18	107.99

(c) and (d) Sanction of CRF works in any year is regulated on the basis of annual accrual to the State, prioritisation of works to be taken up during that year as proposed by State

†Original notice of the question was received in Hindi.

Government, utilisation of funds against the already sanctioned works, and the amount of sanctions already available with the State, so that the sanctioned works are completed in a reasonable time of two years or less. Accordingly, the sanctions in any year have to be restricted to State's capacity to utilise the funds allocated under CRF. Fresh prioritisation is done by the State for subsequent year.

Sundar Committee Report on Road Safety

1966. SHRI MAHENDRA MOHAN: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has accepted Sundar Committee Report on Road Safety norms;

(b) if so, the details of the recommendations accepted by Government so far;

(c) whether Government proposes to put stringent and strong deterrent measures against traffic violations besides rigorous punishments for causing fatalities; and

(d) if so, the details in this regard and whether these measures have been brought in new Road Safety Bill?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI K.H. MUNIAPPA): (a) and (b) The Committee constituted under the Chairmanship of Shri S. Sundar, former Secretary, Ministry of Surface Transport, submitted its report on 20.2.2007, *inter-alia*, recommending creation of the National Road Safety and Traffic Management Board and also creation of a dedicated fund namely 'National Road Safety Fund'. The Committee of Secretaries (CoS) in its meeting held on 4.3.2008 has in-principle accepted the proposal for creation of the Board recommended by Sundar Committee. The Expenditure Finance Committee (EFC) headed by Secretary (Expenditure) in its meeting held on 3.12.08 has also agreed to the proposal for creation of a statutory Board and also creation of National Road Safety Fund.

(c) and (d) Penalties for traffic violations are governed by the Motor Vehicles Act, 1988. In the Motor Vehicles (Amendment) Bill, 2007 introduced in Rajya Sabha on 15.5.2007, it has been proposed to increase the penalties for various traffic violations. The National Road Safety and Traffic Management Bill recommended by Sundar Committee does not provide penalties for traffic violations.

PPP model for NHDP programmes

1967. SHRI N.K. SINGH: Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the extent of success achieved so far in the Public Private Partnership (PPP) model in the programmes under Phase-III to Phase-VI of National Highways Development Project (NHDP); and

(b) whether any incentive structures are being visualized in order to attract private investments?